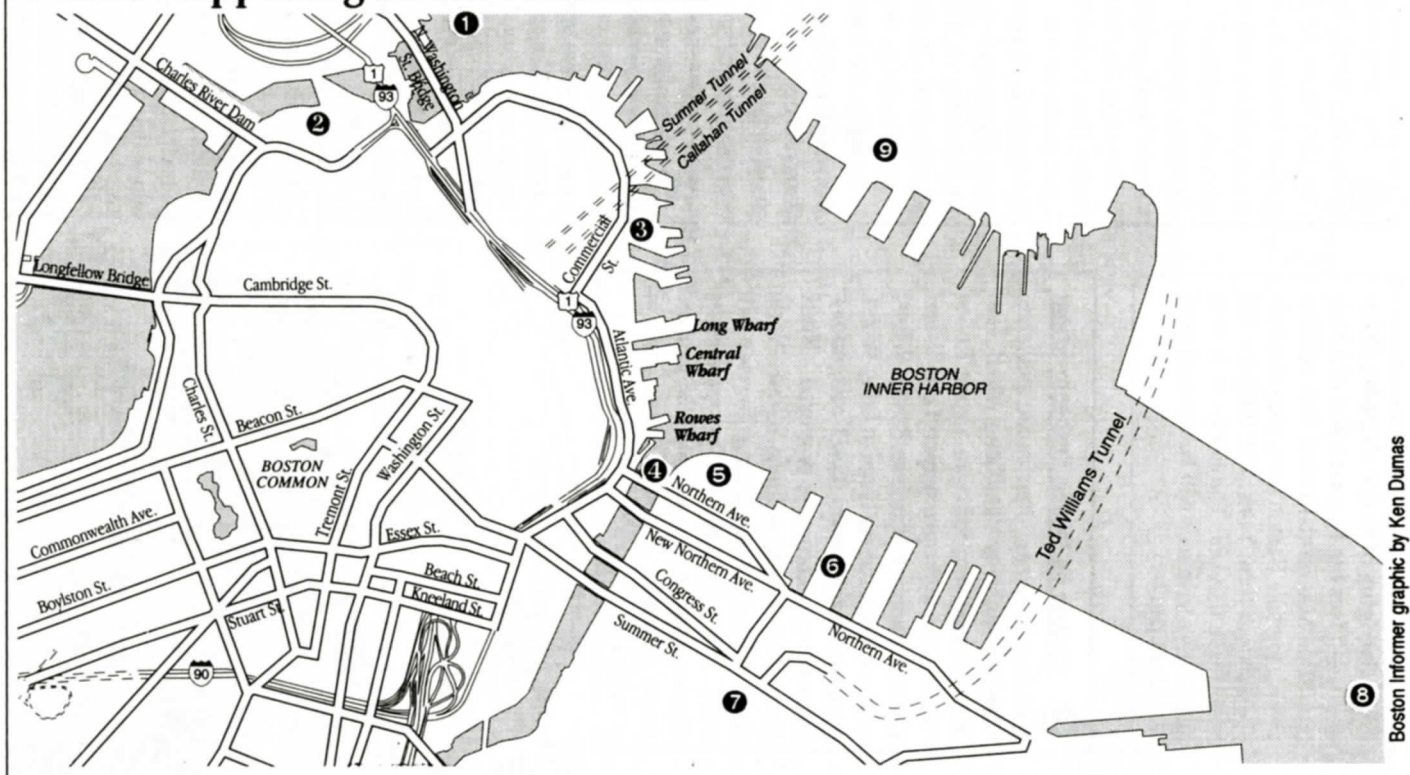


What's Happening on the Waterfront?



Boston Informer graphic by Ken Dumas

On the Waterfront...

1 Charlestown Navy Yard—260-unit, 14-story apartment building proposed by developer LDA Acquisition for the Yard's End (Parcel 4).

2 New Charles River Basin Parks—\$80 million park system planned as Central Artery/Tunnel (CA/T) mitigation. Design and construction delayed significantly; responsibility for construction recently transferred to the CA/T project from the MDC. New project schedule due June-July.

3 North End/Downtown Waterfront

- **Battery Wharf**—A complex of 231 rental units with 250 underground parking spaces plus a supermarket/retail with underground parking for 100 on Commercial Street is planned by the Raymond Group. Plans continue to be revised with the BRA.
- **Sargents Wharf**—Perennial candidate for affordable housing, but still a parking lot.
- **Pilot House Extension**—Construction has started on the \$12 million, six-story addition to the Pilot House. Waterfront park has already been built on the site.
- **Commercial Wharf**—Construction of the \$5 million Boston Yacht Marina for large pleasure craft has been approved. The Modern Continental project includes a boathouse and restaurant. Completion set for 1999.
- **New England Aquarium**—Work is under way on expansion of the land side of the existing building. Also, the entire water side ground floor of the Boston Harbor Garage has been leased for an Educational and Conference Center. Water side expansion and an auditorium are planned for the future.
- **Harbor Towers**—A \$10 million project to restore and seal the

concrete and put in new windows and balcony doors will be completed by November 1997.

4 Old Northern Avenue Bridge—No bids were received to buy, restore and redevelop the bridge. Its fate is uncertain.

- **South Boston Piers Transitway**—An electric trolley bus line from South Station, under the Fort Point Channel to the Federal Court House and World Trade Center is planned to open in 2002.
- **CA/T Vent Building**—Now under construction on the former Boston Edison substation site (next to 470 Atlantic Ave.), with a 190-foot vent stack and retail space.

5 New Federal Court House—Nearing completion in 1999 on the controversial Fan Piers site. Occupancy begins in 1998.

- **Remainder of Fan Piers site**—The Fan Piers Land Co., owned by Chicago's Pritzger family, is seeking preliminary approval for a hotel, residential, office and retail space. On the land side of Northern Avenue, the McCourt family is planning a larger development.

6 World Trade Center—Construction is underway on a 427-room, 16-story hotel with 1,200 underground parking spaces. Completion set for 1998. Two office buildings scheduled to follow.

7 Boston Convention Center—The "everybody loves it, nobody wants to pay for it" convention center (600,000 s.f. of exhibition space, \$750 million) may be built south of Summer Street.

8 Spectacle Island—The repository for 3.7 million c.y. of fill from the CA/T project will be the tallest island (170 feet) and will become part of the Boston Harbor Islands National Park. Scheduled to open in 2001.

9 Boston Boat Works—A return to yacht/boat building in the Inner Harbor (the first yacht boatyard since 1911) started up 18 months ago.

People Movers

Marty Nee, from Manager of Community Relations for the Central Artery/Tunnel (CA/T) project to ATT Communications & Governmental Affairs.

Robert Marsh, former state representative and former Congressman Peter Blute's chief of staff to the Massport Board of Directors, replacing Fred Salvucci whose term expired.

James Kerasiotes, from secretary of transportation and MBTA chairman to chairman of the Mass. Turnpike Authority and the Metropolitan Highway System, responsible for building and operating the CA/T project (from Pooh-Bah to Mikado).

Patrick Moynihan, from MBTA general manager to secretary of transportation.

Robert Prince, from deputy general manager and chief of operations at the MBTA to MBTA general manager.

Jane Garvey, from acting administrator of the Federal Highway Administration to nominee for administrator of the Federal Aviation Administration.

Greg Ketchen, from Coast Guard captain to director of operations at the N. E. Aquarium.

Tom Ryan, from Carol Johnson Associates to Hargraves Associates.

Anne Larner has moved on to better things from being the executive director of the MBTA Advisory Board.

Robin Manion, from MBTA Advisory Board staff to executive director of the MBTA Advisory Board.

Joseph Fisher, from prison (conflict of interest and tax conviction) to work for real estate developer Robert F. Walsh.

Chris Emilius, formerly of Vollmer Associates, has started his own company, GEOD Consulting in Boston.

1 Dredging of major shipping channels to 40 feet has begun as part of a Federal/State/Massport-funded \$66 million project to make Boston's shipping channels deeper than New York, Philadelphia and Montreal's harbors. The berths at Moran and Conley terminals will be dredged to 35 feet to 45 feet.

2 Update on Water Transportation:
Existing services: Ferries are available: Charlestown Navy Yard/Long Wharf; East Boston/Long Wharf; Logan Airport/Rowes Wharf; Quincy/Logan Airport/Long Wharf (Harbor Express); Hingham/Rowes Wharf; and water taxi service based at Long Wharf.
Proposed ferry service (CA/T mitigation): Water transportation is proposed: North Station/Charlestown/Long Wharf; North Station/World Trade Center. Service will start in July 1997 and will be operated by Boston Harbor Cruises on a one-year interim contract. Future service will be awarded after a bidding process.

3 Plans to revitalize **City Hall Plaza** are proceeding slowly but surely. The Trust for City Hall Plaza, the driving force behind the project, has hired a landscape architect/designer to work with the Trust and the citizens advisory committees. Two committees were appointed recently following outcry about the paucity of public participation to date.

Carpenter Co./Interstate has been named by the Trust to develop the hotel, one of the more controversial elements of the project. Boston Redevelopment Authority head Thomas O'Brien stated that the Government Center Urban Renewal Plan is about to be completed with the City Hall Plaza hotel, which had been in the design since the mid-1960s.

Actually, the hotel was to go on the two pieces of Parcel 7, now occupied by a Central Artery/Tunnel vent building under construction and the completed Holocaust memorial.

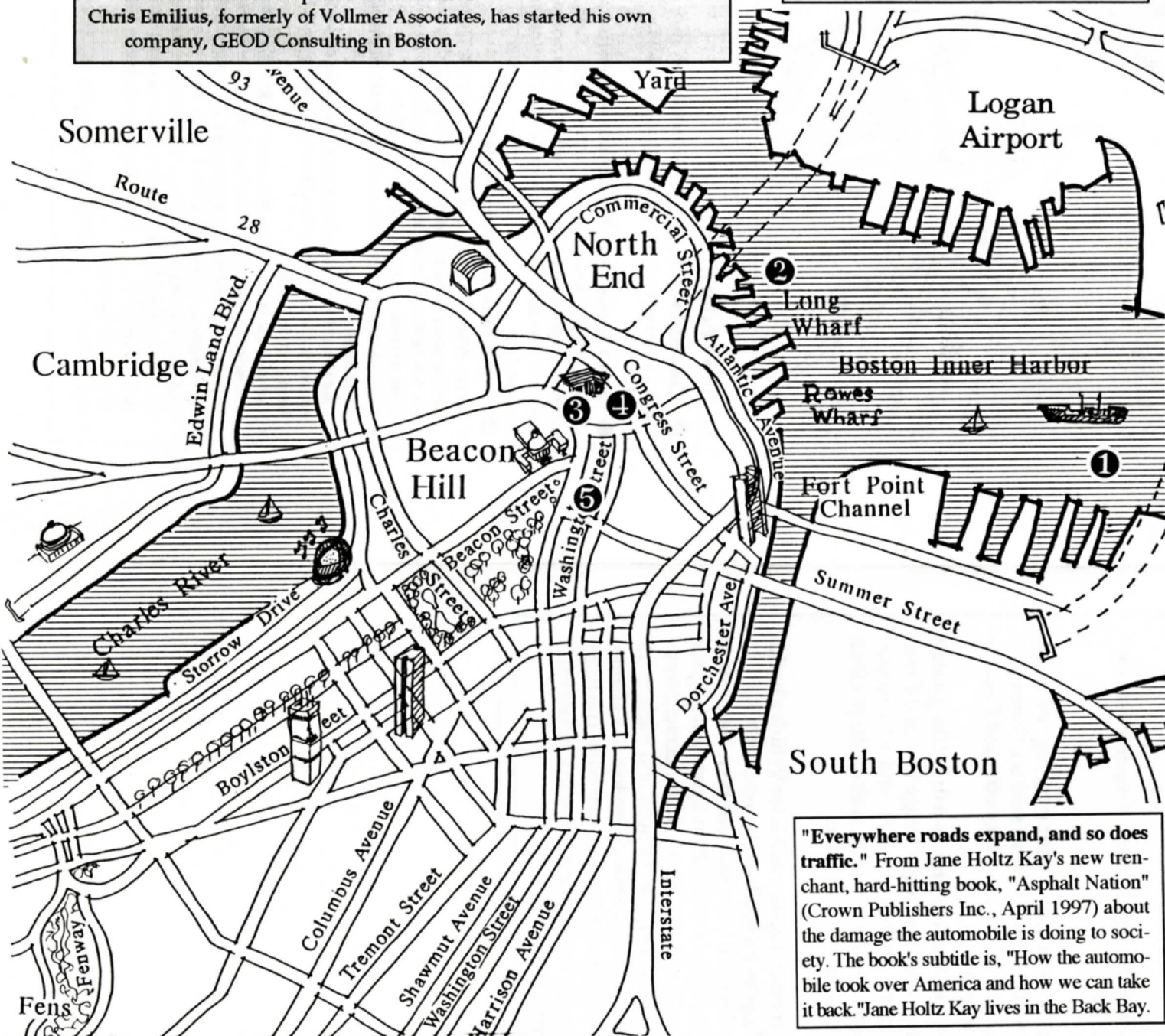
4 A coalition of neighborhood associations and preservationists proposed an alternative plan that would eliminate the proposed **pedestrian bridge over Congress Street at City Hall**. The coalition called the proposed bridge unnecessary, unsightly and, by allowing traffic to speed up, would transfer the supposed safety problems to other intersections.

The alternative plan, termed "traffic calming," involves the redesign of the State Street/Congress Street and North Street/Congress Street intersections; narrowing Congress Street by allowing parking and other changes. This plan would be cheaper than building a bridge and possibly more effective for safety at the Congress Street crossing. For access for wheelchairs, elderly and parents with children, one or more elevators would be built on the City Hall garage side of Congress Street.

The alternative was rejected recently by staff at the Public Facilities Dept., the Boston Redevelopment Authority and the Boston Transportation Dept. in favor of building the bridge.

5 The MBTA is thinking creatively (long-term) on the **Blue Line**. Airport station, which has always been a hassle for anyone with luggage, has been targeted by the MBTA for years for a makeover so riders could board and alight shuttle buses at platform level, eliminating climbing stairs. Now, the Central Artery/Tunnel project is suggesting the MBTA convert Wood Island station (the next outbound station) to accommodate airport shuttle buses, making Wood Island the new Airport station. Airport station would probably remain open for the neighborhood (what would they call it??)

And the MBTA still wants to connect the Blue and Red lines, although not at Charles/MGH as proposed in the mid-1980s. The MBTA wants to connect State and Downtown Crossing via underground walkways which it assumes will attract airport-bound riders by eliminating a transfer.



"Everywhere roads expand, and so does traffic." From Jane Holtz Kay's new trenchant, hard-hitting book, "Asphalt Nation" (Crown Publishers Inc., April 1997) about the damage the automobile is doing to society. The book's subtitle is, "How the automobile took over America and how we can take it back." Jane Holtz Kay lives in the Back Bay.

Millenium Partners, the New York-based developer selected by the MassPike to build on air-rights over the Turnpike Extension at Massachusetts Avenue, is simultaneously looking at a downtown parcel to develop.

The parcel, previously planned as the \$550 million Commonwealth Center, was put up for sale by the current owner, Citicorp. Commonwealth Center was one of the last major developments approved—but never built—for Lower Washington Street adjacent to the Combat Zone and was to have included a 400-room hotel, two 30-story office towers, 100,000 s.f. of retail, and the restoration of the Paramount Theater.

Anthony Pangaro of Macomber Development Associates is Millenium's local representative.

Planet Hollywood, a national chain of theme restaurants, has proposed a Boston restaurant at the corner of Fairfield and Boylston streets in the Back Bay. Plans for a restaurant, retail and office building recently went before the Back Bay Architectural Commission (BBAC) for review. The structure is to have ground-floor retail and access to two upper floors of theme restaurant/bars with rental office space on the 5,500 s.f. floors above the third level.

The proposal calls for the building to be 90 feet to 120 feet high depending upon the impact on the neighboring Back Bay historic district along Newbury Street. While the zoning calls for a maximum height of 120 feet plus mechanical space above, there is strong sentiment with the Neighborhood Assn. of the Back Bay and BBAC that a 90-foot limit might be appropriate. Architects CBT also designed the NikeTown building on Newbury Street.



Source: CBT Architects

A **pathbreaking agreement** to give the City of Boston a role when Massport seeks to develop its property was recorded in a Memorandum of Understanding (MOU) signed by Massport and the Boston Redevelopment Authority. "We want to work with the City and be a good neighbor," Massport Board Chairman Mark Robinson said when the MOU was signed.

The agreement with the City of Boston will help move the proposed South Boston convention center forward and allow for development on the well-positioned Massport-owned lands adjacent to the proposed site. Massport owns some 274 acres of land in the South Boston area, most of which is sandwiched between the World Trade Center on the water side and the proposed convention center site around First Street.

Some residents in East Boston's Jeffries Cove area wonder what the MOU means relative to the stealth runway 14-32 which keeps moving forward in the environmental hurdle race...

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The Boston Informer is published by ATC Information, Inc., six times yearly in Boston, Massachusetts. President: Anthony Casendino; vice-presidents, Anne McKinnon, Chris Fincham.

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You were asking...

- Q. Why is the old Anelex building (next to the Fleet Center) surrounded by scaffolding?**
- A. Because it is being demolished piece by piece to make way for the new Charles River Crossing. The building is too close to the Fleet Center and the Central Artery to allow it to be demolished by implosion or wrecking balls.
- Q. It seems that the detail police at the Central Artery/Tunnel construction sites could be of more help to pedestrians and drivers instead of merely aiding the construction vehicles. Why don't they do more?**
- A. Because Big Dig Chief James Kerasiotes says it's not their job.
- Q. A recent story in one of your rival rags on North Station transit improvements said the Green Line and Orange Line riders will benefit most from the new superstation. Huh?**
- A. Actually, commuter rail riders will see the greatest benefit from the combined Orange Line and Green Line platform. Riders will walk under Causeway Street from the commuter rail, wait on the platform and take the first train to come.
- Q. Has the former Registry of Motor Vehicles building at Ruggles station been bought yet?**
- A. Yes. Northeastern University has been approved to buy the building for \$17 million. Space will be given rent-free to the Whittier Street Health Center. Northeastern is likely to pursue a hotel and parking garage, elements of the Parcel 18 development planned before the Southwest Corridor was built. The Registry has finally found a new home in Chinatown in the Liberty Tree Building.

THE BOSTON INFORMER

A publication of ATC Information, Inc.

PO Box 1473 • Boston, MA 02205-1473